

ADDENDUM NUMBER 1

MILWAUKEE COUNTY TRANSIT SYSTEM
STANDBY POWER GENERATION UPGRADE

Project Number: 5605-11623

Date of Addendum: November 1, 2011

This Addendum to the Contract Documents is issued to modify, explain or correct the original documents, dated 10/17/2011, and is hereby made part of the Contract Documents. Acknowledge receipt of this Addendum in the space provided on the Bid Form, or bid may be rejected.

PRE-BID WALK THROUGH QUESTIONS AND ANSWERS

Here is a list of questions and answers that came up during the pre-bid meeting on 10/27/11.

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Question 1.) Detail 2/E-3: Circuit and Raceway Schedule: Make feeder 6 same size as 5.

Answer: Change notation on one-line diagram to circuit no.5 designation in lieu of 6.

Fiebrantz:

Question 1.) Sheet E-2: New work keyed note 4: Where to intercept existing conduit? Path of existing power to Panel 2/N is unclear from field visit.

Answer: The actual point where existing feeder raceway to be intercepted shall be field verified by contractor.

Question 2.) Detail 1/E-1: Can we provide approximate length of feeder from panel MDP-2 to ATS-1?

Answer: Actual length and route shall be field verified by the Contractor

Question 3.) Detail 2/E-2: Okay to run new feeder along East wall of room 105?

Answer: Yes, alternate routing of the feeder can be other than route shown.

Question 4.) Detail 4/E-2: Observation: panels MDP-1 and MDP-2 appear to be flipped. MDP-2 was field verified to be the south-most panel.

Answer: The drawings should be revised to denote MDP-1 at north and MDP-2 just south.

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Question 1.) Sheet E-2: Ok to mount new ATS outside room #105 (more clearance / less cluttered)?

Answer: If the location of ATS is moved to the proposed location, it will introduce additional protective devices to meet NEC requirements.

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Question 2.) Sheet E-2: Ok to run new feeder raceway in different configuration? Approximate length?

Answer: Yes, routing the feeder a different route is acceptable as long as overall length doesn't increase to maintain voltage drop considerations.

Question 3.) Sheet E-3: New work keyed note 4: Questions regarding why a Engine Block Heater would be needed? The thought is that the new generator would have that built in.

Answer: Yes the generator will have engine block heaters integral to it, however the heaters will need power when the generator is not in operation.

Overall

Question: Are Fabco or Generac approved equal to Cummins?

Answer: The project was designed around Cummins Generators. However, these manufacturers are considered acceptable "Or Equal" suppliers.

End of Addendum No.1